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COUNTRY East Germany

REPORT

SUBJECT Planned Expansion of the Harbor  
at Wismar

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the planned expansion of Wismar harbor. The document includes a brief description of the present harbor facilities and 1956 statistics on freight turn-over (which totalled 1,298,784 metric tons).

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Wismar Harbor Expansion

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Plans for the expansion of Wismar Harbor had to be basically changed as a result of the decision made at the 33rd Plenary Session of the Central Committee of the SED (Socialist Unity Party), whereby the expansion of Rostock Harbor was given priority. Although there were better possibilities [at Wismar] with regard to space, connections with the interior are poorer and consist almost exclusively of a one-track rail line to Bad Kleinen which is already heavily overburdened.

Expansion of the harbor is now taking place [on the basis of its use] as an import/export harbor for bulk cargo.

The harbor approach from the sea now has a depth of 9.5 meters and a width at the bottom of 40 meters, so that 10,000-ton<sup>g</sup> freighters can enter. The channel is to be expanded to a bottom width of 65 meters and a depth of 10 meters in 1958-1959.

The overseas traffic and potash harbor (Uebersee und Kalihafen) has a depth of 8.5-10 meters. At present, 10 cranes with a [combined?] 52-ton carrying capacity are available, and two full portal cranes, each with a 10-ton carrying capacity, are in the process of completion. Two crane bridges are to be finished in 1958; and by 1960 two more gantry cranes, two crane bridges with a 10-ton carrying capacity each, and a heavy-burden crane (Schwerlastenkrane) with a 50-ton carrying capacity are planned.

By 1960, it is estimated that the goods turnover [at the harbor] will be 3.1 million tons.

The potash harbor has a dumping installation which can unload two railroad cars simultaneously. Potash salts are transported either directly by conveyor belt to the ship or to a warehouse with a 16,000-ton storage capacity. Maximum performance of the conveyor installation amounts to 300 tons per hour. The harbor has six<sup>x</sup> devices for loading ships. An additional potash warehouse is under construction at present and is supposed to be completed<sup>in</sup> early 1958; it will have a storage capacity of 9,500 tons.

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The oil harbor, which is accessible to 10,000-ton oil tankers, is still a provisional one. Tankers are unloaded directly into tank cars. A storage tank with a 10,000-ton capacity, is under construction and is supposed to be completed by April 1958. In 1959, construction will begin on a large storage tank with a 120,000-ton storage capacity which is supposed to be completed by 1962.

At the overseas traffic harbor completion of a pneumatic suction installation for grain with a capacity of 300 tons per hour is underway and will begin operating on 15 January 1958. At present, there are three grain silos and three grain elevators with a total storage capacity of 24,000 tons. By 1960, construction of three grain silos, with a [total] storage capacity of 18,000 tons, is planned.

In 1956, total goods turnover at Wismar Harbor amounted to 1,298,784 tons, of which 713,075 tons were export goods and 585,709 tons import goods.

In 1956, the following goods, among others were exported [from Wismar] (in tons):

Potash	396,570
Nitrogen fertilizer	58,895
Sodium sulphate	125,340
Soda	43,210
Cement	41,170
Sugar	15,850

The following goods among others, were imported [in 1956] (in tons):

Petroleum/diesel oil	156,975
Grain	96,270
Lumber	85,565
Phosphate	69,890
Pyrites	58,070
Rolling mill products	27,125
Foodstuffs	26,748

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